

Attachment A

**STAGE 1
ENVIRONMENTAL DOCUMENT DRAFT SCOPE OF SERVICES
CONTRACT NO. 4400005141
STATE PROJECT NO. H.009520
LA 3168: NEW BRIDGE @ BNSF-US 90 (LAFAYETTE)
LAFAYETTE PARISH**

PROJECT DESCRIPTION

The Louisiana Department of Transportation and Development (DOTD) proposes to replace the existing at-grade railroad crossing on LA 3168 (Control Section 433-01) with a grade separated structure in order to eliminate future crashes and accommodate the anticipated increased traffic volumes due to the City of Scott's Apollo Road widening project immediately south of the LA 3168 and US 90 intersection. The proposed project begins at Control Section 433-01, Control Section Log Mile (CSLM) 0.00 miles (near the junction of US 90 and LA 93) and proceeds northward to CSLM 0.20.

The proposed project provides three proposed alternatives. Alternative 1 consists of construction of an overpass on LA 3168 over the railroad tracks and US 90. Alternative 2 consists of construction of an underpass on LA 3168 under the railroad tracks and US 90. Alternative 3 consists of construction of an underpass on LA 3168 under the railroad tracks and depressing US 90 to maintain the LA 3168 and US 90 at-grade intersection.

PURPOSE AND NEED

The proposed project is to improve traffic flow on LA 3168, improve the corridor to be consistent with the City of Scott's widening project immediately south of the at-grade crossing, and roadway improvements by replacing the at-grade crossing with a grade separated overpass, thereby eliminating all future train/vehicular crashes.

SCOPE OF SERVICES-OVERVIEW

This scope is for the preparation of a Line and Grade Study, Stage 1 study, and an EA (Stage 1 document) in accordance with the National Environmental Policy Act (NEPA), the Federal Highway Administration (FHWA) Technical Advisory (TA) 6640.8a, Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act- A Legacy for Users (SAFETEA-LU), applicable rules, laws, guidance and regulations, and applicable DOTD publications.

Stage 1 shall minimally require the consideration of the following,

1. Develop a Project Work Plan with schedule, contacts, public and agency outreach details, etc.

2. Engineering studies necessary to develop alternatives considered to the extent necessary to complete the environmental stage.
3. Technical studies to determine social, economic and environmental impacts at a level of detail consistent with the requirements of NEPA and other applicable laws and regulations.
4. An Environmental Summary on the segment of the LA 3168 and US 90 project area.
5. Preparation of draft and Final EA.
6. Preparation of a Finding of No Significant Impact (FONSI).
7. Preparation of a Mitigation Plan.

SCOPE OF WORK

The scope of services for this project consists of preparation of a Stage 1 Environmental Assessment (EA) and Interchange Modification Report (IMR) in addition to other related and supporting documents in order to further the findings of a recent Louisiana Department of Transportation and Development study identifying interim and near term improvements for safety and efficiency in the area near the LA 3168 and US 90 intersection. The consultant shall evaluate the social, economic, and environmental consequences of the alternatives (including the no-build) and present this information in the Environmental Assessment. A Stage 0 study was previously prepared for the project. The consultant shall be provided a copy of this study, which contained alternatives and an Environmental Inventory. A Public Meeting shall be held to inform the public of the project, potential impacts of the project, and to obtain comments and input from the public on the alternatives, design features, and impacts. A Public Hearing shall be held to inform the public of the results and conclusions of the Environmental Assessment and to obtain input from the public on the Environmental Assessment. The consultant shall obtain a Finding of No Significant Impact (FONSI) from the Federal Highway Administration (FHWA) once the Environmental Assessment has been approved by FHWA.

1.0 PROJECT WORK PLAN

A Project Work Plan shall be developed that includes details on the participants, the scope, public and agency participation, and the project schedule. Three (3) final copies of the Project Work Plan shall be provided to DOTD. The project work plan shall be presented at or immediately after the project kick-off meeting to be held after receipt of Notice to Proceed. Agency and public input shall be gathered through a combination of the Scoping Meeting, Solicitation of Views (SOV) responses, interagency meetings, and public involvement/public outreach efforts to include two Public Meetings and a Public Hearing.

2.0 AGENCY AND PUBLIC PARTICIPATION

Public and agency participation shall include second round of SOV letters, two Public Meetings, and a Public Hearing. Details of the public involvement process and plans shall be provided in the Project Work Plan. Agency and public input shall be considered in the final recommendations, and

shall be gathered through a combination of stakeholder identification and involvement, interagency meetings and public involvement/public outreach efforts (including outreach to local public officials). The Consultant shall prepare a summary of the text for inclusion in the appropriate section of the draft and final EA.

2.1 Scoping Meeting

A Scoping Meeting shall be held after receipt of Notice to Proceed and after the development of the draft work plan. Federal and state agencies with a stake in the project shall be invited as well as any local stakeholders and the Lafayette Area Planning Commission.

2.2 Prepare Solicitation of Views

The consultant shall draft a second SOV letter for review and comment by the DOTD. SOV letters were prepared and mailed previously by DOTD. The consultant shall obtain the Stage 0 SOV mailing list from the DOTD and the responses. Upon approval of the SOV letter and mailing list (revised as necessary), the consultant shall send the SOV letters to designated agencies, governments, and organizations.

2.3 Public Meetings

At least one Public Meeting shall be required for this project. If additional Public Meetings are required, these shall be added at the discretion of the DOTD and FHWA. All arrangements for the Public Meeting(s), including location, time, preparation and mailing of notice, preparation of appropriate exhibits, preparation of the technical presentation, and handouts shall be made by the consultant, subject to the Environmental Section's approval. One Public Meeting and one public hearing are recommended during the Stage 1 process to assure that citizens have opportunities to provide further input as required by NEPA. The first Public Meeting shall be held after project initiation to re-engage the public. The second Public Meeting shall occur after alternatives have been developed and screened. Both meetings shall be an open house format to allow walk-in reviews of information and displays throughout the public meeting period.

The Consultant shall advertise the notices of the Public Meetings in newspapers and inform local, state, and federal agencies and officials. The consultant shall prepare and provide visualizations for public meetings. Visualizations shall include handouts, power-point presentations, and various large scale exhibits depicting the proposed alternatives, existing right-of-way (ROW), and required ROW. One draft copy of visualizations shall be submitted to DOTD for review and comment. One revision and one final copy of visualizations shall also be submitted. The consultant shall prepare the exhibits and submit them to the DOTD for approval at least one month prior to the public meeting dates.

The Consultant shall conduct the public meetings and shall have knowledgeable informed staff present to address the queries of the public in regard to environmental, engineering, and

other project related issues before, during recess, and after the meetings. The consultant shall prepare a transcript of each of the public meetings, including a verbatim transcript of recorded statements, copies of meeting materials, and sign-in sheets. Fifty copies of each of the meeting transcripts shall be distributed by the consultant. A copy of the transcript will be provided for approval before distribution. A paper copy of the meeting transcripts shall be submitted as well as a copy in electronic (PDF) format on a labeled CD.

2.4 Public Hearing

A Public Hearing shall be held during the review period of the draft EA. This meeting shall also be conducted using an open house format. All arrangements for the Public Meetings and the Public Hearing, including location, time, preparation and mailing of notice, preparation of appropriate exhibits, preparation of the technical presentation, and handouts shall be made by the Consultant, subject to the DOTD's approval.

The Consultant shall advertise the notice of the Public Hearing in the newspaper and inform local, state, and federal agencies and officials. The text of the Public Hearing notice as well as other meeting materials outlined below shall be provided to the DOTD for review at least three (3) months prior to the anticipated Public Hearing date. DOTD shall review and approve all meeting materials prior to authorizing the advertisement and Public Hearing date.

The Consultant shall prepare and provide meeting materials to include visualizations for the Public Hearing. Visualizations shall include handouts, PowerPoint presentations, and various large scale exhibits depicting the proposed alternatives, existing right-of-way (ROW), and required ROW.

The Consultant shall conduct the Public Hearing and shall have knowledgeable informed staff present to address the queries of the public in regard to environmental, engineering, and other project related issues before, during recess, and after the Hearing. The Consultant shall prepare a transcript of the Public Hearing, including a verbatim transcript of recorded statements. A paper copy of the transcript shall be submitted as well as a copy in electronic (PDF) format on a labeled CD.

3.0 LINE AND GRADE STUDY

The Consultant shall be responsible for undertaking the line and grade study which shall include, but not be limited by, the following:

1. Development of typical roadway and bridge sections
2. Establishment of design criteria (including but not limited to)
 - a. Design class and design speeds
 - b. Lane widths
 - c. Minimum horizontal curvature
 - d. Maximum and minimum side slopes
 - e. Horizontal and vertical clearances

- f. Maximum roadway grade
 - g. Railroad minimum horizontal and vertical clearances
 - h. Span layout and any structure type assumptions
- 3. Factors for design consideration
 - a. Alignment development in accordance with DOTD standards
 - b. Required lane configuration for an acceptable Level of Service
 - c. Develop horizontal geometry
 - d. Develop vertical geometry and set minimum roadway grade
 - e. Identify major existing and required drainage structure locations and patterns
 - f. Establish approximate Right-of-Way limits
 - g. Develop a list of impacted improvements
 - h. Develop cost estimates for Right-of-Way, Utility relocations, and construction
- 4. Horizontal alignment
 - a. A preliminary horizontal alignment study shall be prepared for each alternative. The alignment should consider major utility conflicts, major drainage structures, existing roadway/bridge geometry, superelevation, sight distance issues, and minimum railroad clearances. The final refinement to the alignment shall be adjusted based on a constructability review. The final alignment should consider:
 - i. Existing roadway and bridge conditions
 - ii. Maintenance of traffic
 - iii. Location of utilities
 - iv. Environmentally sensitive areas
 - v. Topographical features
 - vi. Developed properties
 - vii. Urban constraints
 - viii. Railroad crossing
 - b. A plan view of the each horizontal alignment shall be prepared on aerial photography. The following geometric data shall be displayed on the plan:
 - i. Curve lengths (L)
 - ii. Tangent lengths (T)
 - iii. Curve radii (R)
 - iv. Superelevation rates and transition lengths
 - v. Estimated R/W limits, existing and required
 - vi. Control of Access limits (if applicable)
 - vii. Intersection and/or schematics
 - viii. Baselines and stationing
 - ix. New edge of pavement and shoulder lines
 - x. Curb lines
 - xi. Lane and shoulder dimensions
 - xii. Bridge limits

- xiii. Existing and relocated utilities, as known
- xiv. Major drainage features, if any
- xv. Railroads
- xvi. Signalized intersections

5. Vertical Alignment

- a. A vertical alignment study shall be prepared for each alternative. The vertical alignment should consider above ground and below ground utilities, major existing and required drainage or structure locations and patterns, overpass/underpass clearances for the railroad track and roadway, etc.
- b. A profile view of the preferred vertical alignment shall be prepared on aerial photography. The following geometric data shall be displayed on the profile
 - i. Vertical grades
 - ii. P.V.I. locations
 - iii. Length of Vertical curve (V.C.)

3.1 Traffic Data Analysis

The Consultant shall evaluate and analyze the traffic patterns of the surrounding roadway network to determine what additional intersection improvements might be necessary if the new overpass is constructed without on or off ramps to accommodate existing and projected turning movements at the intersection. The traffic analysis may also indicate that based on the projected volumes for the proposed widening of LA 3168, the surrounding network cannot accommodate the displaced traffic volumes and/or the cost for roadway network improvements is cost prohibitive. If this is the case, the traffic analysis shall also need to recommend and interchange design to accommodate all existing and/or future turning movements.

If Alternative 3 is selected as the preferred alternate, the at-grade intersection shall need to be evaluated for the existing and projected traffic conditions to determine what improvements are needed to maintain an acceptable level of service.

The objective of the traffic study shall be to determine the affect of the proposed alternates on the surrounding roadway network and to recommend roadway improvements to accommodate both the existing and projected traffic volumes for each alternative.

The following is a task by task breakdown of the scope of work for Traffic Data Analysis:

Task 1: Initial Meeting

This initial meeting shall establish the foundation for continued coordination, to develop a mutual understanding of the deliverables, to present a schedule, and agree on the procedures to follow. This meeting is to be scheduled at the beginning of the traffic analysis project. A representative from the consultant firm and the DOTD project manager should be in attendance. Any requests or exchange

of information from either party necessary to complete the scope of services, such as crash data, aerials, and proposed conceptual layouts should be done at this meeting.

Deliverable

The consultant shall be required to record the meeting minutes and distribute copies to the project manager and all attendees.

Task 2.0: Data Collection

7-day- 24 hour tube counts with vehicle classification at 5 Locations

Location 1: LA 3168 (Apollo Rd) between Intersection of LA 93 and US 90

Location 2: US 90 between Jenkins Rd and Apollo Rd

Location 3: US 90 between Apollo Rd and Alfred St/St Mary's St.

Location 4: LA 93 (St. Mary's St) between North I-10 Ramp and Apollo Rd

Location 5: LA 93 between Apollo Rd. and US 90

Location 6: Apollo Rd between US 90 and Old Spanish Trail

24 hour tube counts with vehicle classification:

The consultant shall conduct 48-hour vehicle counts at 5 locations for each approach of the intersection

Location 1: Intersection of US 90 with Apollo Rd (LA 3168) Location 2: Intersection of Delhomme Ave with Apollo Rd. Location 3: Intersection of Apollo Rd and St Mary's St. (LA 93) Location 4: Intersection of Apollo Rd with Old Spanish Trail Location 5: Intersection of US 90(Cameron St) with Alfred St.

Manual Turning Movement Counts(TMC) with Demand Volumes

TMC counts as defined in the *Signal Design Manual* at 5 named intersections. The counts should be performed on a Tuesday, Wednesday, or Thursday when school is in session (i.e. not during summer vacation or holiday weeks). Two (AM & MPM) TMC's should be done per location.

Peak Hour Observations of Signalized Intersections, driveways, and Median Breaks:

Up to 5 field visits to be conducted by an engineer shall be required for this task. The Consultant shall perform peak hour observations at 5 named intersections. The observations should be done on a Monday, Tuesday, or Wednesday during AM and PM peak. Each peak hour shall be observed to note queue lengths, congestion (if any), existing operational issues, sight distances, etc.

Crash Histories:

The Consultant shall review 3 years of crash summaries in order to identify historical high-crash locations and over representative crashes. The consultant should identify contributing factors for the high crash rate and suggest potential improvements at these locations. Each crash report shall be read to determine type and location of crash. This information shall not be provided by the DOTD. The consultant shall have to run and print the crash data for the corridor. It is the consultant's responsibility to contact the project manager to schedule a convenient time to access.

Deliverable

1. Data Summary

- a. A summary of the data should be quantified in a binder that is organized for each of the data collections requirements. It should include the following:
- b. Aerial Photograph showing the location of the data collection points along the corridor
- c. A schematic on the aerial, separate drawing or both showing the **existing counts** at all Intersections
- d. A schematic on the aerial, separate drawing or both showing the **15 year projected counts** at all Intersections, ramps entrances and exits, median openings, and driveways along the corridor. The consultant should obtain the travel demand model outputs from the CRPC for purpose of developing future traffic projections for use in subsequent modeling efforts.
- e. Brief Technical memorandum summarizing the results of the data collection. Peak Periods for along US 90, LA 3168, and St. Mary's Street and at 5 named intersections. The memorandum should also outline traffic analysis procedure for determining peak periods and how the data shall be used to complete the traffic study.

2. Crash Histories

- a. Table or Chart comparing crash type for both segment and intersection crashes against the State average.
- b. Field Observation Summaries that includes photographs and notes identifying any items that should be noted in regards to the intersections or corridors.

3. Raw Data

- a. The raw data should be quantified and organized in a binder and shall be used to compare with the summary of the data.

Task 3.0: Traffic Study

Existing Condition

Consultant shall complete a traffic analysis of the existing condition for the 5 named intersections. The analysis shall be completed using Syncro and establish a baseline condition for each intersection. This shall include exiting intersection LOS, Delay, Queue lengths, etc.

Alternatives 1 and 2 - Grade separated Intersection at LA 3168 and US 90 without ramps to accommodate turning movements

1. The Consultant shall distribute turning traffic that shall be rerouted to the surrounding roadway network because of the new grade separated intersection. The traffic volumes for the existing intersections shall be modified to reflect rerouted traffic
2. The Consultant shall analyze 5 named intersections with modified traffic volumes using Syncro Software. The results of the analysis shall show the affects of rerouting traffic to these intersections

in terms of LOS, Delay, Queue lengths, etc. This analysis shall not make any modifications to existing intersection configuration. The existing signal timings, lane configurations should be used. This should be completed for existing and 15 year traffic volumes.

3. The Consultant shall then analyze the 5 named intersections with proposed improvements to the signal timings, lane configurations, etc for both the existing and 15 year projected volumes. The proposed improvements should evaluate a roundabout option where applicable using Sidra software. If a roundabout is recommended, a comparison of the roundabout must be included in the study. The DOTD Traffic Engineering Website should be referenced for comparing a signal to a roundabout study. Recommendations for any improvements should account for items such ROW cost, cost of construction vs. benefit to traveling public, design life etc.

Note: If it is determined that the supporting network cannot support the projected traffic caused by removing the turning movements that currently exist, it shall be necessary for the consultant to provide guidance for the ramp and interchange configuration that would be required to accommodate all movements. This may have to be completed under a supplement agreement

Alternatives 3 (At Grade Intersection at LA 3168 and US 90 to remain)

1. The Consultant shall provide a Synchro analysis for the intersection of LA 3168 and US 90. The analysis should account for existing and 15 year projections and include proposed improvements to the intersection. Proposed improvements include but are not limited to signal timings, adding capacity, intersection modifications, and/or installation of a roundabout if the roadway geometry of the underpass and US 90 depression allows it. If a roundabout is recommended, the DOTD traffic engineering website should also be referenced for the comparison of the signal vs. the roundabout.

Deliverable

1. Meeting with DOTD traffic Engineering staff:

a. This meeting shall be to discuss results of the traffic study and proposed intersection improvements. The consultant shall provide an aerial photograph of the affected roadway network with the proposed traffic distribution and intersection improvements. The Aerial photograph should include modified existing and projected traffic volumes (2 aerial photographs may be used)

b. Traffic analysis of the named Intersections. The analysis should be provided in tabular form that is simple and easy to follow and clearly identifies the results of the study to simplify selection of the alternate. Delay, queue lengths, and design life are factors that should be shown on this table as well as additional items such as a ROW cost estimate and quantifiable safety benefits should also be included in this table. The consultant is not limited to these comparison items. The consultant should include whatever additional factors he/she feels should be considered in identifying the best alternate. If roundabouts are proposed, the Sidra analysis should also be included.

The results of this meeting shall result in a final recommendation of the proposed intersection

improvements and/or any modifications proposed by DOTD to be included in the final report.

2. **Draft Traffic Study Report:** The Consultant shall deliver a draft copy of the traffic study report for comment. The draft copy of the traffic study should include the following:

3. Executive Summary

a. Description of Roadway network and how proposed grade separation alternatives may affect the existing and projected future network.

b. Brief Summary of the data collection that is referenced in the final traffic study c. Brief Summary of procedure for traffic analysis

c. A Brief summary of the results of the study and recommended for accommodating the traffic volume demand associated with the grade separated intersection of LA 3168 and US 90.

4. Traffic Analysis

a. Table of Alternates comparing Delay, 95% Queue lengths, and Correctable Crashes for all alternatives. The recommended alternatives should be clearly identified.

b. A layout of the proposed Intersection improvements on an Aerial Photograph. A layout of the intersections as a roadway network should be shown. Aerial photograph of each individual intersection with existing and projected volumes and proposed intersection improvement should also be shown for clarity

5. Appendix

a. Sidra Analysis

b. Syncro Analysis

c. Summary of Crash History

d. Electronic copies of the Sidra and Syncro Analysis.

The draft shall be submitted for comment and a final draft with all comments addressed to the satisfaction of the PM shall constitute completion of the Traffic Study deliverable.

The Consultant shall be provided The FHWA approved logical termini which establishes the LA 3168 and US 90 intersection as the logical termini for the environmental study area.

The Consultant shall perform an Environmental Inventory from the LA 3168 intersection with US 90 The Environmental Inventory shall consist of data base searches that shall identify and map all major

environmental concerns, issues, and sites within the corridor. The Inventory shall be based on secondary data, such as limited field surveys, EPA and state databases, traffic data, accident data, National Wetland Inventory maps, infrared photography, aerial photography, cultural resources data, wildlife areas, extensive literary research, coordination and interviews with local, state and federal agencies and officials, U.S. Geological Surveys, soil surveys, census data, etc. Areas of environmental concerns shall be delineated on exhibits.

B. SOLICITATION OF VIEWS

A Solicitation of Views packet was distributed to Federal, State, and local agencies, organizations, and individuals whose expertise may assist with the identification of possible adverse concerns (economic, social, or environmental) within the project area. This SOV packet described the alternative alignments being studied in the Environmental Assessment and contained a preliminary project description and vicinity map. The responses to this SOV shall be provided by LADOTD to the consultant to review and incorporate into the Environmental Assessment. The Department shall provide the consultant with the distribution list that was used in the solicitation, and the consultant shall be responsible for supplementing and maintaining it throughout the duration of the project. All communications and coordination with other Federal, State and local agencies shall be closely coordinated with the Environmental Section and approved by the Environmental Section prior to contact.

C. ITEMS TO BE ADDRESSED IN ENVIRONMENTAL ASSESSMENT

1. Summary of Mitigation and Commitments

A summary of all mitigations and commitments shall be placed at the beginning of the Environmental Assessment. All potential permits and their requirements to implement the project shall be identified. Any mitigation measure or enhancement shall be included in the summary.

2. Solicitation of Views and Logical Termini

The Consultant shall solicit the views of resource agencies and local officials. The consultant shall prepare and submit a project description and vicinity map. Upon approval the consultant shall be given the mailing list for the solicitation. The Consultant shall follow up on responses and requests made by the agencies and officials. The Consultant shall prepare a Logical Termini request that includes a map with project limits identified on the map. This request shall have to be approved by DOTD's environmental section prior to submission to FHWA.

3. Purpose and Need for Action

The purpose and need for the proposed action shall be discussed in the Environmental Assessment. Traffic needs (including existing and future needs), traffic patterns, and traffic movements shall be provided in the stage 0 by DOTD.

The purpose and need shall be clearly described in accordance with FHWA guidance, coordination during the Master Plan study, and collaboration among DOTD, FHWA, and the project team. The following issues and other relevant supporting information may be included in this discussion of project purpose and need to the extent applicable; project status; vehicle capacity needs; system linkage needs; transportation demand; social demands and economic development; model interrelationships; and roadway deficiencies.

The Consultant shall coordinate with local, region, state and federal agencies to obtain available supporting information concerning the preliminary purpose and need for this project.

The Consultant shall coordinate on the identified purpose and need for this project. Input shall be sought and obtained from DOTD, FHWA, any cooperating or participating agencies identified for the EA, and other federal and state agencies as appropriate.

4. Alternatives

All alternatives examined in the stage 0 shall be discussed in the Environmental Assessment. Those alternatives eliminated from further study shall be identified and reasons for this elimination shall be discussed in the Environmental Assessment. A preferred alternative shall be identified in the Environmental Assessment and reasons for its viability shall be discussed in the Environmental Assessment. All proposed Build alternatives and the No Build alternative shall be described and analyzed in the Environmental Assessment. If any alternative is dismissed at an early stage, the reasons for the dismissal shall be discussed in the EA. The alternatives shall address the purpose and need of the project. The Consultant shall develop between three (3), and eight (8) typical sections and estimate the required right-of-way for each of the different alternatives. The estimated right-of-way takings shall be used in analyzing the various impacts of the alternatives and for estimating costs.

5. Impacts

Analysis of each alternative and the proposed roundabouts, including the No Build shall be made and discussed in the Environmental Assessment. Items to consider include, but are not limited to, traffic patterns, permits, land use, community/social, economic, historic, cultural, recreational, archaeological, noise, air, hazardous waste sites, wetlands, floodplains, farmland, and endangered or threatened species and/or their habitat. Some of these items may require the production of a separate document in addition to the analysis in the Environmental Assessment. Potential mitigation measures designed to reduce or alleviate impacts shall be discussed in the document.

1. Wetlands

A Wetlands Findings Report delineating impacts to wetlands and Other Waters of the United States shall be prepared for comparison during the EA process.

Potential wetlands within the study area shall be initially identified via desktop investigations using aerial and infrared photography, U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory maps, U.S. Geological Survey quadrangle maps, Natural Resources Conservation Service (NRCS) soil maps, and other available resources.

A field survey shall be conducted on all alternatives, within the required ROW and/or limits of construction, whichever is greater. Wetlands shall be delineated in accordance with the *1987 United States Army Corps of Engineers (USACE) Wetland Delineation Manual* and the *2010 USACE Atlantic and Gulf Coastal Plain Regional Supplement*. Field-delineated wetland boundaries shall be documented with sub-meter capable GPS units, then mapped using current USACE GIS/wetland mapping guidelines. Field-determined characteristics and delineation data for wetlands occurring within the study area of the alternatives shall be recorded on currently accepted USACE Wetland Determination Data Forms by the Consultant and provided within the Wetlands Finding Report. Ecological values and potential impact quantities for all wetlands and Other Waters of the United States identified within the study areas shall be calculated in acres in the report and provided to the DOTD for use in the subsequent permit application process, which is not included in this scope.

The Wetlands Finding Report, using the latest FHWA criteria, shall be submitted to the DOTD for review and comment. It shall include reproducible maps and photographs of each soil sample taken during wetland delineation activities. Soil sample photographs shall include appropriate Munsell soil chart pages for each sample. Quadrangle and layout maps provided in the report shall depict locations of delineated wetland areas and respective project station numbers. If wetland impacts are minor and the Wetlands Findings Report small, the report may be placed in an appendix of the EA document as needed. Five (5) copies of the draft report and two (2) copies of each revision shall be submitted to DOTD for approval. Once approved, (5) five copies of the final report shall be submitted to DOTD as well as an electronic copy in PDF format on a labeled CD. Associated GIS files/data used in preparation of the documents shall also be provided to DOTD.

2. Wetland Reserve Program

The Consultant shall coordinate with the NRCS to determine the locations of any Wetland Reserve Program (WRP) parcels within the study area. All WRPs shall be mapped in GIS and used as a constraint to avoid when evaluating alternatives. If WRPs are affected by any alternative, the Consultant shall notify DOTD immediately. Attempts shall be made to avoid these areas.

3. Endangered and Threatened Species

The Consultant shall confirm all federally and state-listed species within the project area prior to beginning field surveys via desktop investigations of accessible and peer-reviewed natural resource databases, queries of the Louisiana Natural Heritage database, and through

coordination with the United States Fish and Wildlife Service (USFWS) and the Louisiana Department of Wildlife and Fisheries (LDWF).

The Consultant shall continue coordination with USFWS and LDWF, regarding specific listed species and/or habitats which may be encountered during desktop and field surveys in order to determine potential impacts by relevant project alternatives. Coordination with these agencies shall be made through the DOTD Environmental Section or with the expressed approval of DOTD. Preliminary field surveys shall be conducted to determine the presence or absence of potentially suitable habitat of listed species.

A Biological Survey Report identifying field survey study parameters and findings concerning threatened and endangered species of the project area shall be prepared and submitted to DOTD for review and comment. Once approved, the final report shall be submitted to DOTD. Materials provided shall document desktop and field survey methodologies, agency coordination and comments, as well as provide conclusions and recommendations. Maps disclosing locations of protected/listed species populations, concern areas, and/or suspected habitats which may be included in communications or documents provided to the DOTD and regulatory agencies shall not be distributed to the public, nor shall these maps or report/memo wording disclosing the location of known or suspected listed species populations be included in the EA. Attempts shall be made to avoid impacts to protected species or their habitats when planning the alternatives. If the presence of any state-listed species and/or habitat is confirmed by the Biological Survey Report, the Consultant shall coordinate with the LDWF regarding habitat protection and potential mitigation measures. Five (5) copies of the draft Biological Survey report and two (2) copies of each revision shall be submitted to DOTD for approval. Once approved, (5) five copies of the final report shall be submitted to DOTD as well as an electronic copy in PDF format on a labeled CD.

If, through coordination with the appropriate agencies and survey results, it is determined that a Biological Assessment shall be needed to quantify any project impacts to any endangered species, the Consultant shall develop a Biological Assessment. The Biological Assessment, which shall include maps showing the areas of concern to threatened and endangered species and their habitats, shall document field survey methods, agency coordination, conclusions, and recommendations. Five (5) copies of the draft Biological Assessment report and two (2) copies of each revision shall be submitted to DOTD for approval. Once approved, (5) five copies of the final report shall be submitted to DOTD as well as an electronic copy in PDF format on a labeled CD. This report shall not appear in the EA.

5. Other Permits

All potential permits and their requirements to implement the project shall be identified. All items necessary to obtain the permits (with the concurrence of the Department) shall be provided by the Consultant. Those permits to be identified include, but are not limited to, the following:

Corps of Engineers (Section 404 permit and/or Section 10 permit)
Water Quality Certification
Storm Water Permits

No permit application materials or coordination shall be prepared or provided under this contract.

6. Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment shall be performed for this project in accordance with the ASTM Standards E 1527-05. The Phase I Environmental Site Assessment has four components: Records Review, Site Reconnaissance, Interviews, and Report. The Consultant shall meet with the Environmental Section's Project Coordinator if Recognized Environmental Conditions (RECs) are discovered. Results of site evaluations, findings, conclusions, and opinions concerning the site's impact shall be provided in the Environmental Assessment.

7. Noise Quality

A highway traffic noise analysis shall be performed for all Build Alternatives and the No Build Alternative in accordance with the following:

- Louisiana Department of Transportation and Development, Highway Traffic Noise Policy, date July 2011
- Chapter 23, Part 772, Code of Federal Regulations: Procedures for Abatement of Highway Traffic Noise and Construction Noise
- FHWA-PD96-046, Measurement of Highway Noise
- FHWA Traffic Noise Model Technical Manual and User's Guide (TNM Version 2.5)
- Highway Traffic Noise: Analysis and Abatement Guidance, dated June 2010 (Revised January 2011).

The Consultant shall make one (1) trip for field review and noise measurements. The Consultant shall locate receivers where noise samples shall be taken and locate traffic count locations, and obtain DOTD's concurrence before the beginning of fieldwork.

Four (4) copies of the Draft Noise Study shall be submitted to the DOTD's Environmental Section. Upon review, comment and approval, five (5) copies of the Final Noise Study and one (1) PDF version, shall be submitted to the DOTD's Environmental Section for distribution.

This work shall include the following sub-tasks:

- 1) Identification of Noise Sensitive Areas: Existing permitted or programmed uses or activities which may be affected by highway noise shall be identified within the project corridor.

- i) Map
- ii) Brief narrative

- 2) Determination of Existing Noise Levels

- i) Field Measurements: Field measurements shall be taken throughout the corridor in each major segment (between major intersections). Measurements shall be taken on both sides of the corridor at receiver locations approved by DOTD. Traffic counts / vehicle classification counts shall be conducted simultaneously with the noise measurements. The purpose of the field noise measurements shall be to determine the existing noise environment and provide a general method of corroborating noise model results.

- ii) Establish field noise measurement program:

- a. Through a review of plans, maps and aerial photos and discussion with DOTD, determine preliminary locations where noise samples shall be taken.
- b. Locate traffic count locations
- c. Prepare noise field monitoring memorandum documenting the foregoing information
- d. Review with DOTD project staff
- e. Revise as per DOTD comments
- f. Finalize plan during field review, discuss with DOTD.

- iii) Conduct field noise measurements and traffic counts and speed estimation.

- iv) Summarize findings for inclusion in the noise report.

- 3) Estimate Highway Noise for No Build Alternative

- i) Estimate existing roadway noise levels using the TNM noise model
 - a. Input current horizontal and vertical roadway and receiver geometry
 - b. Input traffic volume, classification and speed information (provided by DOTD) for build and design years
 - c. Run and check TNM model

- d. Review results with DOTD staff
 - e. Revise as per DOTD comments
 - ii) Summarize findings for inclusion in the EA
- 4) Prediction of Traffic Noise Levels for all Build Alternatives:
 - i) Estimate existing roadway noise levels using the TNM noise models:
 - a. Input project horizontal and vertical roadway geometry
 - b. Locate future uses not currently built, but those which are permitted.
 - c. Input traffic volume, classification and speed information (provided by DOTD)
 - d. Run and check TNM model
 - e. Review results with DOTD staff
 - f. Revise as per DOTD comments
- 5) Summarize findings for inclusion in the Noise Report:
 - i) Evaluation of Traffic Noise Impacts:
 - a. Compare existing and future noise levels with the DOTD Noise Abatement Criteria
 - b. Summarize finding for inclusion in the Noise Report
- 6) Evaluation of Alternate Noise Abatement Measures to Mitigate Impacts
 - i) Traffic management measures
 - ii) Alteration of horizontal and vertical alignments
 - iii) Construction of noise barriers:
 - a. Determine acoustical feasibility of constructing noise barriers in the various impacted sections of the project roadway
 - b. Determine the appropriate barrier length, height and location to achieve needed abatement.
 - c. Determine construction costs for noise barrier alternates using DOTD-provided unit cost(s).
 - d. Determine the reasonableness of constructing noise barriers
 - iv) Insulation of Activity Category D land uses facilities listed in the DOTD noise policy.
 - v) Acquisition of property rights to serve as a buffer zone to preempt development which would be adversely impacted by traffic noise.
- 7) The noise impact report shall be submitted either as a technical appendix to the EA or as a separate report, at the discretion of the DOTD, for review and comment by DOTD. The report shall include standard DOTD construction noise impact and control language and shall include all of the TNM input values and output tables. A summary of the text shall be included in the appropriate section of the EA.

8. Air Quality

Impacts of the proposed action to air quality in the region shall be considered. Information on existing air quality conditions shall be obtained from the Louisiana Department of Environmental Quality (LDEQ). Discussions concerning conformity (transportation and general) shall be included in the air analysis. A project-level air analysis shall be prepared by comparing the project to a previously modeled project under similar conditions.

9. Cultural Resources – Archaeology/Historic Properties (106 & 4(f))

A Phase I cultural resource survey shall include an archaeological and standing structure survey of all build alternatives.

Phase II National Register of Historic Places (NRHP), if necessary, shall be covered under this agreement. Any additional testing or Phase III data recovery may be conducted under a supplement to this agreement. All coordination with the SHPO's office shall be through the Environmental Section or with the express approval of the Environmental Section.

Determine Area of Potential Effects (APE)

The Consultant shall work with FHWA and DOTD to develop the Area of Potential Effects (APE) (direct and indirect) for each build alternative. SHPO shall have an opportunity to comment on the APE prior to the initiation of fieldwork. No Phase I cultural resources survey fieldwork survey shall be conducted prior to the delineation of the direct and indirect APE. No archaeological fieldwork shall be conducted outside of the identified direct APE.

Identify Known Historic Properties and Archaeological sites

The Consultant shall review previous cultural resource survey reports and compile information on previously recorded archaeological sites, structures, and NRHP listed properties, on file at the Louisiana Division of Archaeology and the Louisiana Division of Historic Preservation that are within one mile of the proposed project location. Historical and archival research on alternatives to be surveyed shall also be conducted at this time.

Phase I Cultural Resources Survey

A Phase I cultural resources survey shall be performed on all build alternatives (see APE above) to determine the presence of archaeological sites, standing structures approaching 50 years old/older, and other places or objects eligible for listing on the NRHP. The Consultant shall coordinate with DOTD prior to the initiation of the survey. Any preservation affiliated groups expressing interest in the project should be contacted for additional information prior to survey.

Property Owner Contact and Permission

The Consultant shall do the research necessary to obtain the names/addresses of property owners from whom additional right-of-way is anticipated to be required. The Consultant shall contact and request permission from the property owners prior to accessing their property. The property owners shall be informed of the need to do analysis on any artifacts recovered during survey or testing. All artifacts shall be curated unless the property owner requests return of artifacts recovered from their property. If property owners do not grant access to their property, the Consultant shall prepare legal notification letters that shall be sent out on behalf DOTD. These letters shall be sent registered mail return receipt requested. In addition, a copy shall be sent to the appropriate Sheriff's Office and District Attorney.

Standing Structure Survey

A standing structure survey shall be conducted for the direct and indirect APEs for all build alternatives. Any structures that meet the 50-year requirement within five years of the notice to proceed shall be recorded on Louisiana standing structure inventory forms. Recordation of all structures shall meet the current standards of the Louisiana Division of Historic Places. All standing structures identified must be evaluated for National Register eligibility. It is anticipated that some previously identified standing structures shall require an updated standing structure form. The standing structure survey shall meet the current standards for the Louisiana Division of Historic

Preservation for standing structure survey listed at

<http://www.crt.state.la.us/hp/historicstandingstructuressurvey.aspx>

Phase I Archaeological Survey and Phase II Archaeological National Register of Historic Places Testing

All fieldwork for Phase I survey and Phase II testing shall meet current Louisiana Division of Archaeology standards. All archaeological sites shall be recorded on official Louisiana archaeological site forms. All known sites within the APE shall be revisited and site update forms completed as required by the Division of Archaeology (DOA). Cultural materials (artifacts) recovered from archaeological sites shall be processed and analyzed using accepted archaeological typologies and methods. According to DOA curation standards, artifacts shall be catalogued and prepared for permanent curation with the DOA, or with any other repository designated by DOA. Fieldwork must determine NRHP eligibility of the site without exhausting its research potential.

DOA fieldwork standards can be found on their website:

<http://www.crt.state.la.us/archaeology/review/IntroField.aspx>

Processing and Analysis of Artifacts

Once the fieldwork is completed, the artifacts shall be returned to laboratory for washing and cataloging according to the requirements of the Louisiana Division of

Archaeology. The artifacts and other data recovered during the fieldwork shall then be analyzed using currently acceptable scientific methods. Radiocarbon samples collected from undisturbed cultural deposits shall be submitted for dating. All artifacts shall be curated using the to the current Louisiana Division of Archaeology curation standards. A receipt of acceptance from the State Curation Facility shall be required.

CULTURAL RESOURCES DRAFT REPORT (CRS)

A draft CRS report will be submitted to DOTD for review and comment within 30 days of completing the fieldwork. The management summary and draft report will include, but will not be limited to: discussions of the proposed project, the regional prehistory, history, and previous cultural investigations, the local geomorphology and natural environment, the field and laboratory methodologies, the field results, the results of artifact analyses, conclusion, and recommendations. The report shall meet current Louisiana Division of Archaeology report standards for Phase I survey and Phase II testing. The report shall be prepared to present the finding and recommendation from all research, survey (standing structure and archaeology), and archaeological National Register of Historic Places testing.

DOTD shall transmit copies of the report to FHWA, SHPO, and applicable federally recognized tribes for review. Two unbound typed site forms or site update forms (for previously recorded archaeological sites) and two unbound typed Louisiana Historic Resource Inventory Forms (with original black and white photographs affixed to the forms) for each recorded standing structure shall be submitted to DOTD's Environmental Section along with the draft Cultural Resources Survey Report. All site forms and site update forms should be finalized prior to submittal of the final report.

Following DOTD, FHWA, SHPO, and applicable federally recognized tribe review, the Consultant shall prepare a final Cultural Resources Survey Report. The final Cultural Resources Survey Report shall be submitted to DOTD; DOTD shall transmit the finals to FHWA, SHPO, and applicable federally recognized tribes.

DOA reporting standards can be found on their website:

<http://www.crt.state.la.us/archaeology/review/IntroReport.aspx>

Five (5) copies of the draft CRS report and 5 copies of the final report shall be submitted to DOTD along with 1 electronic copy in pdf format on labeled CD. In addition to the CRS report the Consultant shall provide two (2) final copies and one electronic copy of the CRS standing structures and site forms.

Assess Adverse Effects

The Consultant shall consult with FHWA, DOTD, and the SHPO concerning the potential effect of the project on any historic properties identified in the project APE. If there is agreement that one or more properties shall be adversely affected, then the Consultant shall prepare Section 106 Adverse Effect Documentation. Adverse effect determination is not expected to exceed five (5) eligible properties. If more than five properties require documentation, the additional work may be conducted under a supplement to this agreement.

Memorandum of Agreement (MOA) for Resolution of Adverse Effects

If Historic Properties shall be adversely affected, the Consultant shall consult with FHWA, DOTD, the SHPO, and other interested parties, such as local historical groups, to attempt to resolve the adverse effects through avoidance or some form of mitigation. If any of the historic properties are archaeological sites, the appropriate federally recognized tribes shall be consulted as well. If the adverse effects cannot be avoided, the Consultant shall prepare an MOA that discusses the mitigation measures agreed upon, identifies who is responsible for carrying them out, and provides documentary evidence that the agency is following the requirements of Section 106. It is anticipated that one MOA, that may include up to five historic properties, shall be prepared for the project.

Section 4(f) Statement

A draft Section 4(f) Statement shall be required for external review purposes for all identified Historic Properties that shall be adversely affected by any of the build alternatives. The Section 4(f) Statement shall be included in the Appendix of the EA and distributed to requisite agencies as such. An electronic copy in PDF format on a labeled CD shall also be submitted to DOTD.

10. Socio-economic

The Consultant shall discuss the social and economic impacts, including any adverse effects of the proposed actions, on the local community. The Consultant shall collect compiled summary demographics on the project area. Discussion shall include anticipated permanent and temporary impacts of the proposed project on the established business districts, land uses, community services/facilities, and residents in the project vicinity, as well as impacts to planned developments known by public officials at the time of data collection. Projects in the study area shall be researched by the Consultant through contact with local planning officials and organizations in an effort to determine other long-range plans, upcoming projects, or planned developments. Consistency with these plans shall be assessed and documented.

11. Environmental Justice

Available U.S. Bureau of the Census population data shall be used as a basis to identify low-income, minority populations in the entire study area. This data shall be augmented with “windshield” surveys and contacts with local officials and community leaders in the study area to determine if such communities are present in the study area. No household or resident interviews/surveys (i.e., face-to-face or telephone calls) are included in this scope of services. The Consultant shall identify likely minority and/or low-income communities within the study area and assess whether the project shall have any disproportionate adverse impacts to these populations in accordance with Executive Order 12898 and the Department of Transportation Order on Environmental Justice 5610.2. Any instances where Title VI populations bear the bulk of project-related impacts shall be reported to the DOTD Environmental Section, and the Consultant shall evaluate possible mitigation or enhancement measures to reduce or lessen adverse impacts, if any, on the community.

12. Conceptual Stage Relocation

The Contractor shall prepare a Conceptual Stage Relocation Plan in accordance with the requirements of the Louisiana Department of Transportation and Development’s Office of Right of Way Operations Manual and 49CFR Part 24 § 24.205a. The results of the plan shall be summarized in the EA. The scope of the plan shall include:

- a. An estimate of the number of households to be displaced including information such as owner/tenant status, estimated value and rental rates of properties to be acquired, family characteristics, and special consideration of the impacts on minorities, the elderly, large families, and persons with disabilities when applicable. Environmental Justice considerations shall also be reviewed.
- b. The type of dwelling (mobile home, frame, brick) to be acquired or adversely impacted.
- c. The location and quantity of available comparable replacement housing; if none is available, the estimated cost to build new housing; or whether any displacements have sufficient remainder on which to move or build. Should comparable replacement housing not be available, other methods in addition to new construction, shall be evaluated as part of a possible Housing of Last Resort program as provided for under Section 206A of the Uniform Act.
- d. The location and types of businesses, farms and non-profit organizations to be displaced, the race of the owner, estimated number of employees, by race, bypassed businesses if applicable, and a listing of available commercial buildings and sites.

- e. An estimate of the availability of replacement business sites. When an adequate supply of replacement business sites is not expected to be available, the impacts of displacing the businesses shall be considered and addressed. An analysis of business moving problems for those displaced businesses which are reasonably expected to involve complex or lengthy moving processes, or small businesses with limited financial resources and/or few alternative relocation sites shall be included.
- f. The functional replacement of a publicly-owned facility, if applicable, and the existence of publicly-owned recreation lands.
- g. The estimated cost of relocation assistance.
- h. Consideration of any special relocation advisory services that may be necessary from the displacing Agency and other cooperating Agencies.

The data collected for the plan shall be from secondary sources and field observations. Interviews shall not be conducted with those families and businesses potentially affected by the various alternatives.

13. Cost Estimate

The Consultant shall develop a preliminary cost estimate for each proposed project concept. The project costs shall include estimates for all engineering design, right-of-way acquisition, construction, utility relocation, and mitigation costs. Estimates for right-of-way shall include all land and improvements situated within the proposed right-of-way (all alternates considered). Additionally, the right-of-way cost estimate should include the estimated cost for land, as well as improvements not in the required right-of-way, but possibly impacted by the proposed project. The right-of-way cost estimate should take into consideration damages, etc. that may accrue due to the proposed project (all alternates considered). Refer to the Real Estate Needs Checklist for Stage 1 Cost Estimates and the Stage 1 Cost Estimate Appraiser Checklist).

14. Section 4(f) of the Department of Transportation Act

Research, analysis, and documentation of compliance with Section 4(f) of the Department of Transportation (DOT) Act shall be done for any publicly owned recreational and park land, wildlife and waterfowl refuges, and/or historic sites affected by all the build alternatives. The Consultant shall coordinate with agencies and entities with jurisdiction, and mitigation shall be developed. The Consultant shall draft any agreements necessary for DOTD and FHWA review and approval, and develop Section 4(f) documentation for all Section 4(f) properties, according to FHWA rules, regulations, and guidelines. The approved Section 4(f) Statement shall be included in an appendix of the EA with FONSI. No more than two (2)

meetings with federal, state, and local officials shall be required for coordination regarding Section 4(f).

15. Section 6(f) of the Land and Water Conservation Fund

Resources built using the Land and Water Conservation funds, including the Winnfield Mini Park, shall be identified by the Consultant. The Consultant shall prepare all documentation for coordination with the appropriate agencies regarding Section 6(f) of the DOT Act. No more than three (3) meetings with state and local officials shall be required for coordination regarding Section 6(f).

16. Other

Other items that shall be evaluated and coordinated with the appropriate agencies include, but are not limited to, prime farmland, sole source aquifers, 100-year floodplain, and water wells. Items of special or local interest should also be noted and evaluated within the context of the project.

F. Public Meeting

One (1) Public Meeting shall be required for this project. All arrangements for the Public Meeting, including location, time, preparation and mailing of the public notice, preparation of appropriate exhibits, and preparation of the power point presentation and handouts shall be made by the Consultant, subject to the Environmental Section's approval. The Public Meeting shall be an open-house format. The Consultant shall advertise the notice of the Public Meeting (upon the DOTD's approval of the notice) in the official state and local newspapers, as well as with other media (radio, television, etc.) agreed upon by the DOTD. The notice for the Public Meeting shall be published both two (2) weeks and one (1) week before the date of the Public Meeting. The text of the notice shall be provided to the Environmental Section's Project Coordinator for review at least one (1) month prior to the anticipated Public Meeting dates. Exhibits, handouts, and power point presentations for the Public Meeting shall be supplied to the Environmental Section's Project Coordinator for approval prior to the Public Meeting date.

Actual conduct of the Public Meeting shall be by the Consultant. The Consultant shall have knowledgeable informed staff present at the Public Meeting to address the queries of the public concerning environmental, engineering, and other project related issues. As the purpose of the Public Meeting is to assist the public in understanding how the project fits into and impacts their community, exhibits aiding in the visualization of the project at the Public Meeting shall be the responsibility of the Consultant. Such visualization methods shall be submitted to the Environmental Section's Project Coordinator no less than one week prior to the Public Meeting. The Consultant shall tape, prepare, and distribute a verbatim transcript for each Public Meeting.

On all correspondence with the DOTD's Environmental Section, the Consultant shall use all applicable state project numbers (i.e., engineering and construction), along with the “H” number, Federal aid project number, project name, route number, and parish.

All correspondence pertaining to this project shall be directed to the DOTD Environmental Coordinator

The Consultant shall provide a man hour justification spreadsheet to accompany the payroll cost sheet on monthly invoices, per employee. Man hours shall be justified weekly.

Description	Draft Copies	Revised Copies	Final Copies	PDF on Labeled CD
Solicitation of Views	1		Up to 100	
Logical Termini Request	1		3	
Work Plan & Schedule			3	
Design Criteria	1		1	
Bridge and Roadway Typical Sections	3		5	
Conceptual Alternatives' Geometric Layouts	1			
Alternatives Analysis Memorandum	3	1	10	
Engineering Report	5		20	
Wetlands Finding Report	5	2	5	1
Biological Field Survey Report	5	2	5	1
Biological Assessment	5	2	5	1
Phase I ESA Report	2	1	5	1
Traffic Noise Analysis Protocol	1			
Noise Study	3	3	5	1
Cultural Resources Phase I Report	5		5	1
Cultural Resources Site Form			2	1
Cultural Resources Standing Structure Form			2	1
Conceptual Stage Relocation Plan	2		3	1
4(f) Statement	20			

Draft EA Document	15	15	up to 70	5
Final EA/FONSI Document	15	15	up to 70	5
Visual Renderings	2	2	2	1
Public Meeting Summary/Transcript	4		50	1
Public Hearing Summary/Transcript	4		50	1